

# TIP Fund sources

TIP projects receive federal funding through several sources administered by the U.S. DOT through the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs, including state and local programs, also provide funding for TIP projects. All TIP fund sources are described below, with abbreviations used in the eTIP database and information about the agencies that select projects, program projects in the TIP, and implement projects. For federal fund sources, information about the level of fiscal constraint applied to the fund source in the TIP is also provided. Historical funds are fund sources that are still tracked in eTIP but are no longer actively being added to projects. The list of fund sources with descriptions is regularly updated and available on the [TIP Programmer Resources](#) web page. Additional information about federal funding programs are also available in [FTA Program Fact Sheets](#) and [FHWA Fact Sheets](#).

## Active Federal Funds

### **All Stations Accessibility Program (ASAP)**

*Programmed as: All Stations Accessibility Program*

Competitive grants to assist transit providers in financing capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of Title II of the Americans with Disabilities Act of 1990. Not fiscally constrained.

### **Bridge Formula Program**

*Programmed as: I Bridge – State Prgmd and Bridge – Local Prgmd*

New formula program under the Infrastructure Investment and Jobs Act to replace, rehabilitate, preserve, protect, and construct highway bridges. Unless project selection authority is delegated to the MPO, projects are selected by IDOT, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscally constrained at the regional level.

### **Bridge Investment Program**

*Programmed as: Bridge Investment Pgm – PIn, Bridge Investment Pgm – Proj, and Bridge Investment Pgm – Lg Proj*

New discretionary program to improve bridge and culvert condition, safety, efficiency, and reliability. Eligible projects include those to replace, rehabilitate, preserve or protect bridges on the National Bridge Inventory and those to replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic species. Projects are selected by U.S. DOT and programmed by implementing agencies. Fiscally constrained at the regional level.

### **Carbon Reduction Program**

*Programmed as: Carbon Reduction Pgm*

New formula program for projects designed to reduce transportation emissions, defined as carbon dioxide (CO<sub>2</sub>) emissions from on-road sources. Projects are expected to be selected by IDOT, in consultation with CMAP, then programmed and implemented by the subregional councils, counties, CDOT, and major implementing agencies. Fiscal constraint is anticipated at the regional level.

### **Congestion Mitigation & Air Quality Improvement Program**

*Programmed as: CMAQ and CMAQ PM2.5*

Federal formula funds for projects that will contribute to improving air quality and mitigate traffic congestion in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Projects are selected by the CMAP Board and MPO Policy Committee, then programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

### **Congestion Relief Grant Program**

*Programmed as: Congestion Relief Grant Pgm*

TBD

### **Consolidated Rail Infrastructure and Safety Improvements (CRISI)**

*Programmed as: Consolid Rail Infra and Safety Imps*

Federal funds for projects that reduce congestion, improve short-line and regional railroad infrastructure, relocate rail lines, enhance multi-modal connections and facilitate service integration between rail and other modes such as at ports or intermodal facilities. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

### **Coronavirus Response and Relief Supplemental Appropriations Act Funds**

*Programmed as: CRRSAA-Bridge, CRRSAA-County, CRRSAA-Local, CRRSAA-Shared Fund, CRRSAA-State, and CRRSAA-5307*

Federal formula funds through Title IV of the Coronavirus Response and Relief Supplemental Appropriations Act, 2021. Projects selected by CMAP's STP Project Selection Committee (CRRSAA-Shared Fund), subregional councils (CRRSAA-Local), local governments (CRRSAA-County), IDOT (CRRSAA-State and CRRSAA-Bridge), and the transit service boards (CRRSAA-5307). CRRSAA-Shared Fund and CRRSAA-Local projects were selected from the five-year STP-Shared Fund and STP-Local active and contingency programs. Projects that promote innovation, equity, and/or safety that were ready for implementation within the current federal fiscal year were targeted for these funds. Projects are programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional, subregional (CRRSAA-Local), and implementing agency (CRRSAA-5307) level.

### **FTA 5307 Urbanized Formula**

*Programmed as: FTA 5307 Urban Formula*

Federal formula funds for capital improvements to transit systems in all urbanized areas of the country. Funds are allocated to the service boards by the RTA, and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

### **FTA 5309 Capital Investment Grants**

*Programmed as: FTA 5309 Core Capacity, FTA 5309 (CIG - New Starts), and FTA 5309 (CIG – Small Starts)*

Federal funds for projects that are substantial corridor-based capital investments in existing fixed guideway systems, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit, that increase capacity by at least 10 percent in corridors that are at capacity today or will be in five years. Projects are selected by FTA and programmed and implemented by the service boards. Not fiscally constrained.

**FTA 5310 Enhanced Mobility of Seniors and Individuals with Disabilities**

*Programmed as: FTA 5310 Elderly/Disabled*

Federal formula funds to improve the transportation needs of seniors and persons with disabilities by removing barriers to transportation service and expanding transportation mobility options. Projects are selected and programmed by IDOT's Office of Intermodal Project Implementation and the RTA. Not fiscally constrained.

**FTA 5312 Public Transportation Innovation**

*Programmed as: FTA 5312 Research*

Competitive federal funds to advance innovative public transportation research and development. Projects are selected by FTA and are programmed and implemented by the recipient service boards. Not fiscally constrained.

**FTA 5337 State of Good Repair**

*Programmed as: FTA 5337 Good Repair*

Federal formula funds to provide capital assistance for the maintenance, replacement, and rehabilitation of rail fixed guideway and high-intensity motorbus systems to maintain a state of good repair or to develop and implement Transit Asset Management plans. Funds are allocated to the service boards by the RTA and projects are selected, programmed, and implemented by the service boards. Fiscally constrained at the agency level.

**FTA 5337 Rail Vehicle Replacement**

*Programmed as: FTA 5337 Rail Vehicle Repl (Comp)*

Competitive program to provide capital assistance for the preplacement of rail rolling stock. Projects are selected by the FTA and programmed and implemented by the service boards. Not fiscally constrained.

**FTA 5339 Bus and Bus Facilities**

*Programmed as: FTA 5339A Bus (Formula) and FTA 5339B Bus (Comp)*

Federal formula and discretionary funds to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Formula-funded projects are selected, programmed, and implemented by the service boards. Discretionary projects are selected by the FTA and are programmed and implemented by the service boards. Formula funds are constrained at the agency level. Competitive funds are not fiscally constrained.

**FTA 5339C Low- or No-Emission Bus**

*Programmed as: FTA 5339C Low or No Emission Bus*

Competitive funding for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities. Projects are selected by the FTA and programmed and implemented by the recipient service boards. Not fiscally constrained.

**High-Speed Intercity Passenger Rail Program**

*Programmed as: High Speed Rail*

Federal funds to build new high-speed rail corridors, upgrade existing intercity passenger rail corridors, and lay the groundwork for future high-speed rail services through corridor and state planning efforts. Projects are selected by U.S. DOT and programmed by implementing agencies. Not fiscally constrained.

### **Highway Safety Improvement Program**

*Programmed as: Hwy Safety Improve Pgm*

Federal formula funds for highway safety improvement projects on any public road, which includes projects that protect pedestrians and bicyclists. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. Fiscally constrained at the regional level.

### **Homeland Security**

*Programmed as: Homeland Security*

Federal grant funds for planning, equipment, training, and exercise needs that assist in the preparation, prevention, and response to terrorist attacks and other disasters. Projects are selected by the Department of Homeland Security and programmed by the recipient agency. Not fiscally constrained.

### **Intelligent Transportation Systems Program**

*Programmed as: Intelligent Transportation Pgm*

TBD

### **National Electric Vehicle Infrastructure (NEVI) Program**

*Programmed as: Natl Electric Vehicle Infra, EV Infrastructure – Corridor, EV Infrastructure - Community*  
Federal formula funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collections, access, and reliability along designated alternative fuel corridors identified in the state's Electric Vehicle Infrastructure Deployment Plan. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

### **National Highway Performance Program**

*Programmed as: NHPP and NHPP – Bridge Penalty*

Federal formula funds for projects on National Highway System (NHS) bridges and roadways. These consist of interstate highways and other principal arterials that support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS. Projects are selected and programmed by IDOT. Fiscally constrained at the regional level.

### **National Highway Freight Program**

*Programmed as: Natl Hwy Freight Pgm*

Federal formula funds for states to improve the efficient movement of freight on the National Highway Freight Network. Projects are selected by IDOT through a competitive annual program and programmed by implementing agencies. Fiscally constrained at the regional level.

### **National Infrastructure Project Assistance Program (Mega)**

*Programmed as: Mega Grant Prgm*

Federal funds to support large, complex projects that are difficult to fund by other means and are likely to generate national or regional economic, mobility, or safety benefits, including highway and bridge projects on the National Multimodal Freight Network, the National Highway Freight Network, or the National Highway System, freight intermodal or rail projects that provide a public benefit, rail-highway grade separation or elimination, and intercity passenger rail projects. Projects are selected by U.S. DOT. Programming and implementation is TBD. Not fiscally constrained.

### **Nationally Significant Multimodal Freight & Highway Projects (INFRA)**

*Programmed as: INFRA*

Federal funding for multimodal freight and highway projects of national and regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

### **Other – Federal**

*Programmed as: Other - Federal*

Other federal funds that are not frequently utilized in the northeastern Illinois region. Not fiscally constrained.

### **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)**

*Programmed as: PROTECT (Formula) and PROTECT (Discretionary)*

Federal formula and discretionary funds to increase the resilience of the transportation system. Project selection, programming, and implementation is TBD. Fiscal constraint is anticipated at the regional level.

### **Rail-Highway Safety**

*Programmed as: Rail-Hwy Safety*

Federal formula funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public grade crossings. Projects are selected by IDOT and programmed and implemented by IDOT, subregional councils and major implementing agencies. Not fiscally constrained.

### **Railroad Crossing Elimination Program**

*Programmed As: Railroad Xing Elim Pgm*

Federal funds for projects that create grade separations – such as overpasses and underpasses – as well as closures, track relocations, and improvement or installation of warning devices at crossings if related to a separation or relocation project. Projects are selected by the Federal Railroad Administration and programmed by implementing agencies. Not fiscally constrained.

### **Rebuilding American Infrastructure with Sustainability and Equity (RAISE)**

*Programmed as: RAISE*

Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects are selected by U.S. DOT and programmed and implemented by subregional councils and major implementing agencies. Not fiscally constrained.

### **Recreational Trails Program**

*Programmed as: Rec Trails*

Federal formula funds set aside from the Transportation Alternatives Set-Aside for the development and maintenance of recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Projects are selected by the Illinois Department of Natural Resources (IDNR) and programmed by the subregional councils and major implementing agencies. Not fiscally constrained.

### **Reduction of Truck Emissions at Ports**

*Programmed As: Reduction of Truck Emissions at Ports*

TBD

### **Safe Routes to School**

*Programmed as: Safe Routes to School*

Federal formula funds for projects that enable and encourage primary and secondary school children to walk and bicycle to school. Projects are selected by IDOT and programmed and implemented by the subregional councils and major implementing agencies. New allotments of these funds were discontinued in MAP-21. However, these projects and programs remain eligible under STBG and the Transportation Alternatives Set-Aside and will continue to be selected and programmed under this heading. Fiscally constrained at the regional level.

### **Safe Streets and Roads for All**

*Programmed as: Safe Streets and Roads for All*

Federal funds to develop and implement Comprehensive Safety Action Plans to prevent roadway deaths and serious injuries. Projects are selected by U.S. DOT. Programming and implementation are TBD. Not fiscally constrained.

### **Strengthening Mobility and Revolutionizing Transportation (SMART) Grants**

*Programmed as: TBD (new IJJA program)*

Supplemental federal funding grants to rural mid-sized, and large communities to conduct demonstration projects focused on advanced smart city or community technologies and systems to improve transportation efficiency and safety, including coordinated automation, connected vehicles, intelligent, sensor-based infrastructure, systems integration, commerce delivery and logistics, innovative aviation technology, smart grid, and smart technology traffic signals.

### **Surface Transportation Block Grant**

*Programmed as: STP-County, STP-Locally Prgmd, STP-Shared Fund, STP-State Prgmd Rural, STP-State Prgmd Urban*

Federal formula funds to preserve and improve the condition and performance of federal-aid eligible highways, public bridges, tunnels, pedestrian and bicycle infrastructure, and transit capital projects. Projects are selected and programmed by CMAP (STP-Shared Fund), subregional councils (STP-Locally Prgmd), local governments (STP-County), and IDOT (STP-State Prgmd Rural, STP-State Prgmd Urban). Fiscally constrained at the subregional level (STP-County and STP-Locally Prgmd) and regional level.

### **Transportation Alternatives Set-Aside**

*Programmed as: TAP – Locally Prgmd, TAP - State Prgmd*

Federal formula funds set-aside from the Surface Transportation Block Grant (STBG) program for the development and maintenance of smaller scale but critically important multimodal projects such as pedestrian and bicycle facilities, historic preservation, vegetation management, environmental mitigation related to stormwater and habitat connectivity, recreational trails, safe routes to school, and vulnerable road user safety assessments. Project selection is by IDOT (TAP – State Prgmd) under the Illinois Transportation Enhancement Program (ITEP) and CMAP (TAP – Locally Prgmd).

Projects are programmed and implemented by subregional councils and major implementing agencies. Fiscally constrained at the regional level.

### **Transportation Infrastructure Finance and Innovation Act (TIFIA)**

Not a federal fund source per se, TIFIA provides federal credit assistance to public agencies for transportation projects of national and regional significance. Projects are selected by U.S. DOT and programmed by the recipient agency. Not fiscally constrained.

## **State Funds**

### **Consolidated County**

*Programmed as: Consolidated County*

State formula funds distributed to all counties, excluding Cook. Projects are selected and programmed by the implementing agency.

### **Economic Development**

*Programmed as: Econ Dev Pgm*

State funds used to provide assistance in improving highway access to new or expanding industrial, distribution, or tourism developments with a focus on the retention and creation of permanent full-time jobs. Projects are selected by IDOT and programmed by the implementing agency.

### **Emergency Repair**

*Programmed as: Emergency Repair*

State funds to assist with the expense of repairing serious damage to Federal-aid highways after the FHWA has determined that natural disasters or catastrophic failures have occurred.

### **Grade Crossing Protection Fund**

*Programmed as: Grade Xing Protection*

State discretionary funds for safety improvements at rail-highway crossings. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

### **High Growth Cities**

*Programmed as: High Growth Cities*

State formula funds distributed to municipalities with populations over 5,000 and experiencing above normal growth. Projects are selected and programmed by the implementing agency.

### **Illinois Commerce Commission Grade Crossing Protection Fund**

*Programmed as: ICC- RR Safety*

State funds to assist local highway agencies and railroads with the cost of making safety improvements at public highway-rail crossings on local roads and streets. Projects are selected and programmed by IDOT.

### **Illinois Funds**

*Programmed as: IL Funds and IL Funds – Transit*

State funds used for highway and/or transit projects. Projects are selected and programmed by IDOT.

### **Needy Township**

*Programmed as: Needy Township*

State formula funding program to assist townships and road districts that do not meet minimum revenue requirements for maintaining local roads. Projects are selected and programmed by the implementing agency.

## **Rebuild Illinois**

*Programmed as: Rebuild Illinois*

State funds generated from the sale of bonds for infrastructure improvements that include investments in roads, bridges, public transit, and railroads. A portion of the funds are distributed to municipalities for projects they select, with IDOT approval, and are programmed by the subregional councils. Another portion is distributed to the transit service boards for projects they select and program. IDOT may also select and program projects to utilize a portion of the funds not distributed to other entities.

## **State Match – Chicago**

*Programmed as: State Match – Chicago*

State funds used to match federal funds for projects in the City of Chicago. Projects selected and programmed by CDOT are reviewed by IDOT for state participation.

## **State Matching Assistance**

*Programmed as: State Matching Assistance*

State funds used to assist counties in matching federal funds. Projects selected and programmed by counties are reviewed by IDOT for state participation.

## **Township Bridge Program**

*Programmed as: Township Bridge Prgm*

State formula funds distributed to townships and road districts for the construction of bridges. Projects are selected and programmed by the subregional councils and major implementing agencies.

## **Truck Access Route Program (TARP)**

*Programmed as: Truck Access Rt Prgm*

Competitive program to assist local governments with upgrading roads to accommodate 80,000-pound truck loads. Projects are selected by IDOT and programmed by the subregional councils and major implementing agencies.

# **Local Funds**

## **Chicago Transit TIF**

*Programmed as: Transit TIF – Chicago*

The City of Chicago's transit tax increment financing district funds used to match federal funds used for transit projects. Projects are selected by the City of Chicago and programmed by CTA.

## **Federal Flexible Match**

*Programmed as: Fed Flex Match*

Matching funds through the Federal Flexible Match Program that allows a variety of public and private contributions to be counted toward the non-Federal match (local match) for federally funded projects. Projects selected and programmed by implementing agencies are reviewed by IDOT for eligibility and use of flexible match.

## **Ground Transportation Tax**

*Programmed as: Ground Transportation Tax*

Funds generated through fees imposed by the City of Chicago on businesses providing vehicles for hire in Chicago. Projects selected and programmed by CDOT.

**Invest in Cook**

*Programmed as: Invest in Cook*

Cook County discretionary Motor Fuel Tax funds used for projects that implement Cook County's long-range transportation plan, Connecting Cook County. Projects are selected by Cook County and programmed by the subregional councils and major implementing agencies.

**Local Funds**

*Programmed as: Local Funds*

Funds from local jurisdictions' general revenue. Projects are selected and programmed by the implementing agency.

**Motor Fuel Tax**

*Programmed as: MFT-Local, MFT-State Allocation*

Funds from taxes on fuel collected either by local jurisdictions (MFT-Local) or by the state and allocated to local jurisdictions (MFT-State Allocation) for the purpose of improving, maintaining, repairing, and constructing highways. Projects are selected and programmed by the implementing agency.

**RTA Bonds**

*Programmed as: RTA Bonds*

Revenue bonds issued by the RTA with debt service paid using RTA revenues. Projects are selected and programmed by the implementing agency.

**RTA Sales Tax**

*Programmed as: RTA Sales Tax and RTA Tax – Collar Counties*

Funds collected through sales tax in the six-county RTA service area, distributed to the counties and service boards. Projects are selected and programmed by the implementing agency.

**Service Board Funds**

*Programmed as: Service Board Funds*

State formula funds from the Illinois state sales tax collected in the six-county RTA service area distributed to CTA, Metra and Pace. Projects are selected and programmed by the service boards.

**Tollway Funds**

*Programmed as: Tollway Funds*

Funds collected by the Illinois State Toll Highway Authority (Tollway) for exclusive use on the tollway system. Projects are selected and programmed by the Tollway.

**Tollway - Move Illinois**

*Programmed as: Tollway – Move IL*

Illinois Tollway capital program funds. Projects are selected and programmed by the Tollway.

**Transportation Development Credits**

*Programmed as: Trans Credit – Local/State Hwy, Trans Credit – Transit*

Toll revenue capital expenditures used as credit toward the non-federal matching share of eligible highway programs and transit projects. Projects are selected and programmed by the implementing agency after requesting and receiving approval from IDOT for the use of credits.

## Other Funds

### Local

*Programmed as: Other - Local*

Other local funds such as special assessments over and above the standard property tax rate and/or special taxing districts designed to finance local governments' infrastructure improvements. Projects are selected and programmed by the implementing agency.

### Private Funds

Funds from private entities. Projects are selected and programmed by the implementing agency.

### U.S. EPA Clean Diesel

United States Environmental Protection Agency discretionary funding for projects that reduce diesel emissions from existing engines. Projects are selected by U.S. EPA and programmed by implementing agencies.

## Historic Funds

### American Recovery and Reinvestment Act (ARRA)

*Programmed as: ARRA – Local, ARRA – State/Highway*

Federal formula funds through the American Recovery and Reinvestment Act of 2009. Projects selected by subregional councils (ARRA-Local) and IDOT (ARRA-State/Highway). Projects were programmed and implemented by the subregional councils and major implementing agencies.

### Bridge Discretionary Program

*Programmed as: Bridge Discretionary Program*

Federal discretionary program in FFY 2005 to improve the condition of highway bridges through replacement, rehabilitation, and system preventative maintenance. Projects were selected by U.S. DOT and programmed and implemented by major implementing agencies.

### Equity Bonus

*Programmed as: Equity Bonus*

Funding utilized to ensure each state's annual federal apportionment will be at least a specified percentage of that state's contributions to the highway Account of the Highway Trust Fund. Assigned to projects by IDOT in coordination with FHWA.

### FTA 5316 Job Access and Reverse Commute (JARC) Program

*Programmed as: FTA 5316 JARC*

Federal formula funds for capital, planning, and operating expenses for projects that transport low-income individuals to and from jobs and activities related to employment, and for reverse commute projects. Projects were selected, programmed, and implemented by the service boards.

### FTA 5317 New Freedom

*Programmed as: FTA 5317 New Freedom*

Federal formula funds to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990. Projects were selected, programmed, and implemented by the service boards.

**High Priority Projects**

*Programmed as: HPP, HPP SAFETEA-LU, HPP TEA-21, Sec 117 Earmark, and Sec 125 Earmark*

Federal funds for specific High Priority Projects earmarked by Congress. Projects were selected by Congress and programmed and implemented by the subregional councils and major implementing agencies.

**High-Speed Rail Hazard Elimination**

*Programmed as: HSR Hazard Elim*

Federal discretionary funding for safety improvements at highway-rail grade crossings along federally designated high-speed rail corridors. Projects were selected by the Federal Railroad Administration and FHWA and programmed and implemented by major implementing agencies.

**Illinois Jobs Now!**

*Programmed as: Illinois Jobs Now*

State funds from the 2014 state capital construction program, "Illinois Jobs Now!" Projects are selected and programmed by IDOT.

**Interstate Maintenance**

*Programmed as: Interstate Maintenance*

Federal formula and discretionary funding for resurfacing, restoring, rehabilitating and reconstructing routes on the Interstate System. Projects were selected by IDOT (formula) and U.S. DOT (discretionary) and programmed and implemented by IDOT.

**National Corridor Infrastructure Improvement Program**

*Programmed as: Natl Corridor Inf. Imp*

Provided competitive funding for highway projects in corridors of national significance to promote economic growth and international or interregional trade. Projects were selected by the U.S. DOT and programmed and implemented by IDOT.

**National Highway System Program**

*Programmed as: NHS*

Federal formula funds for projects on the National Highway System. Projects were selected and programmed by IDOT. MAP-21 replaced the NHS program with the NHPP program.

**Projects of National and Regional Significance**

*Programmed as: Natl/Reg Significance*

Competitive program under MAP-21 to improve the safe, secure, and efficient movement of people and goods to improve the national economy. Projects were selected by U.S. DOT and programmed by IDOT. Not fiscally constrained.

**Rail Line Relocation & Improvement Capital Grant Program**

*Programmed as: Rail Reloc & Imp*

Federal funds for local rail line relocation and improvement projects that improve rail traffic safety, motor vehicle traffic flow, community quality of life, or economic development, or involve relocation of any portion of the rail line. Projects were selected and programmed by IDOT.

### **Repurposed Earmarks**

*Programmed as: Repurposed Earmarks*

Reprogrammed funds that were originally earmarked for specific projects and were not obligated for those projects. Projects receiving repurposed earmarks were selected by IDOT, in consultation with affected programmers and implementers. Not fiscally constrained.

### **Surface Transportation Program (STP) Bridge**

*Programmed as: STP-Bridge*

Federal formula funds set aside from STBG for the rehabilitation, replacement, preservation, and protection of bridges and tunnels. Projects were selected by IDOT and programmed and implemented by subregional councils and major implementing agencies. This fund source was replaced by the Bridge Formula Program; however, a balance of funds remains available for programming and this fund code (STP-Bridge) may be utilized for programming FFY 2022 and FFY 2023 Bridge Formula Program and Bridge Investment Program funds. Fiscally constrained at the regional level.

### **Surface Transportation Program (STP) – Enhancements**

*Programmed as: STP-Enhancements*

Federal formula funds for projects such as bicycle and pedestrian facilities, historic preservation and others that enhance the transportation system. Projects were selected by IDOT and programmed by subregional councils, CMAP and IDOT. This fund source was replaced by the Transportation Alternatives Program under MAP-21, however a balance of funds remains available for programming. Fiscally constrained at the regional level.

### **Transportation Investment Generation Economic Recovery**

*Programmed as: TIGER*

Federal funds to support projects that will have a significant impact on the nation, a metropolitan area, or a region. Projects were selected by U.S. DOT and programmed by subregional councils and major implementing agencies. Not fiscally constrained.

### **Transportation, Community, and System Preservation Program**

*Programmed as: TCSP*

Federal discretionary planning, implementation, and research grants to investigate and address the relationships among transportation, community, and system preservation plans and practices.

### **Transit Investment in Greenhouse Gas & Energy Reduction (Tigger)**

*Programmed as: Tigger*

Federal discretionary program for capital investments that assist in reducing the energy consumption or greenhouse gas emissions of a transit agency. Projects were selected by FTA and programmed and implemented by the service boards.